



# **Lower Don Lands Public Forum #2 Summary Report**

**St. Lawrence Hall  
December 10, 2008**



This report was prepared by Lura Consulting the neutral facilitation and consultation specialists for the Lower Don Lands project. It presents the key discussion points and outcomes from the December 10<sup>th</sup> 2008 public forum convened as part of the Lower Don Lands Revitalization Planning and Class Environmental Assessment Master Plan process. If you have any questions or comments regarding this report, please contact:

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# 1. About Public Forum #2

Waterfront Toronto, the City of Toronto and the Toronto Transit Commission, as tri-proponents, are developing a plan to revitalize the Lower Don Lands and create a vibrant, mixed use, sustainable community that embraces and respects a newly naturalized and flood-protected mouth of the Don River.

The revitalization plan will include proposals for new neighbourhoods, community facilities and public spaces, as well as a Master Plan for transportation (including transit), water, wastewater and stormwater infrastructure. The study is being conducted in accordance with the requirements of the *Municipal Class Environmental Assessment 2000*, as amended in 2007 (Phases 1 and 2). The two key outputs of the planning process will include the:

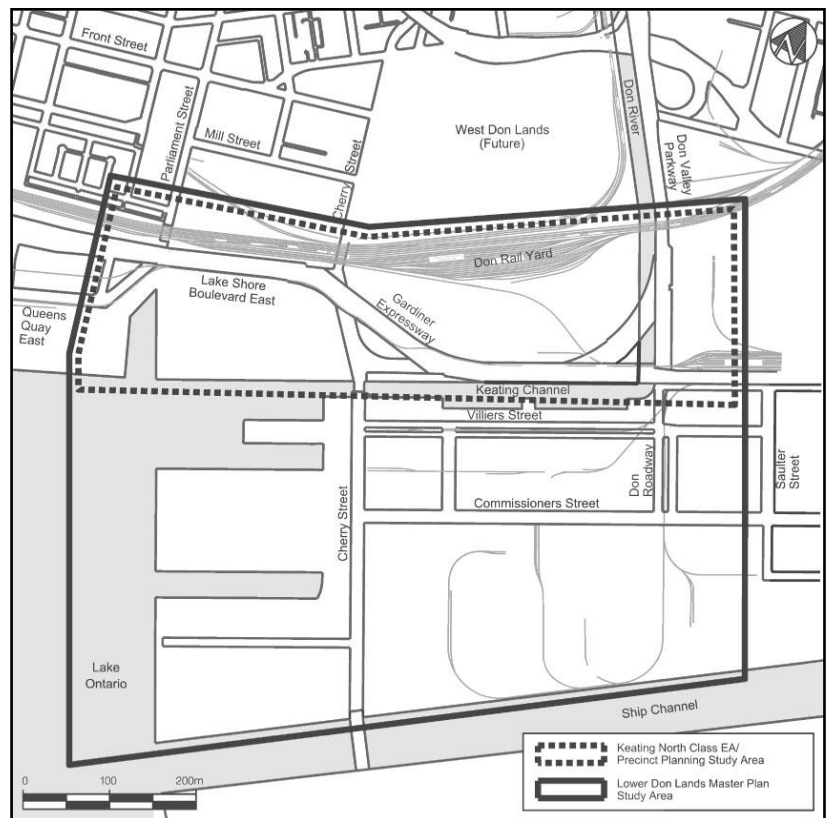
- Lower Don Lands Infrastructure Municipal Class Environmental Assessment (EA); and
- Keating North Precinct Plan.

The Lower Don Lands study area is generally bounded by the Don rail yard and Gardiner Expressway on the north, the Parliament Street slip on the west, the Ship Channel on the south and Don Roadway on the east (see map below).

On December 10<sup>th</sup> 2008 the tri-proponents hosted the second Public Forum for the Lower Don Lands revitalization project at St. Lawrence Hall. The purpose of this second Public Forum was to seek public feedback on the emerging revitalization plans for the Lower Don Lands, with a particular focus on proposed plans for neighbourhoods, circulation, floodplain and habitat, water and wastewater, stormwater, and open space.

The Public Forum format consisted of a one-hour open house, followed by an interactive meeting that included a plenary presentation and topic-based breakout sessions.

An estimated 100 people participated in the event, of those, 71 signed in at the door (the list of participants who signed in is attached as Appendix A).



## 2. Open House

During the open house, participants were able to review a series of display boards that focused on several key aspects of the Lower Don Lands study including:

- The Municipal Class EA Process;
- Maps of the study area;
- Existing conditions (Natural, Social and Cultural Environments);
- Families of Corridor Alternatives;
- Summary of Evaluation of Transportation Alternatives;
- Summary of Evaluation of Stormwater Planning Alternatives;
- Summary of Evaluation of Infrastructure Planning Alternatives (Wastewater and Water Supply);
- Preferred Planning Solutions; and
- Next Steps.

The Lower Don Lands Project Team was available during the open house to answer questions and respond to feedback. The Project Team includes:

- Waterfront Toronto;
- Toronto Transit Commission;
- City of Toronto;
- Michael Van Valkenburgh Associates;
- Greenberg Consultants;
- MMM Group;
- AECOM;
- Arup; and
- Toronto and Region Conservation Authority.



*Members of the Project Team speak with a participant.*





### **3. Welcome and Introductions**

To begin the plenary session of Public Forum #2, Mr. Chris Glaisek, Vice President of Planning and Design at Waterfront Toronto, welcomed participants to meeting and provided opening remarks.

Mr. Glaisek provided an overview of the scope of the meeting. He indicated that the presentation would cover the proposed block plan and design concepts for the Lower Don Lands area, whereas the EA Master Plan materials were presented on the display panels in the open house. Mr. Glaisek noted that the meeting would examine the planning concepts and interrelationships of the key plan components such as parks and open space, neighbourhoods, and transportation networks, and suggested that the Project Team is very interested in receiving public feedback on these items. He noted that this Public Forum was not intended to discuss the naturalization of the mouth of the Don River, which is the subject of a separate EA led by the Toronto and Region Conservation Authority. Mr. Glaisek also noted that that meeting would not include discussion about the Gardiner Expressway, which will be the subject of an EA in the near future. He stated the Lower Don Lands Project Team plan is starting with the assumption that the Gardiner Expressway will stay up, however the team is well aware that this may change with the EA to come.

David Dilks of Lura Consulting welcomed participants and described his role as the neutral facilitator. Mr. Dilks reviewed the agenda (see Appendix B – Public Forum Agenda) and meeting handouts which included a set of key maps and images prepared by the Project Team, as well as Worksheets which would be the focus of the topic-based breakout sessions. Mr. Dilks indicated that following the presentation, participants would have the opportunity to provide feedback on six key features of emerging revitalization plans for the Lower Don Lands, including neighbourhoods, circulation, floodplain and habitat, water and wastewater, stormwater, and open space. He indicated that comments could also be submitted in writing using the Worksheets either at the meeting or after the session by December 19<sup>th</sup> 2008.

## 4. Presentation

Liz Silver of Michael Van Valkenburgh Associates, and Ken Greenberg of Greenberg Consultants, provided the presentation on behalf of the Project Team (presentation slides available for download at [www.waterfrontoronto.ca/lowerdonlands](http://www.waterfrontoronto.ca/lowerdonlands)).

The presentation included:

- A description of the interrelated planning and design activities between this project and the Don Mouth Naturalization EA;
- The block plan concept for the Lower Don Lands;
- An explanation of how the recommended infrastructure choices shaped the block plan;
- The proposed open space system;
- The emerging Neighbourhoods Plan; and
- Next steps.

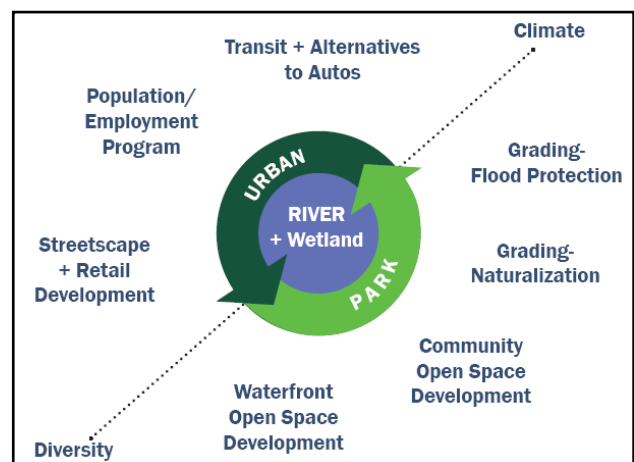


*Ken Greenberg presents slides to Public Forum participants.*

Throughout the presentation, the presenters stressed the Project Team's goal of achieving the right balance between river/wetland, urban and park objectives, as expressed in the accompanying diagram.

The presenters explained that the project aims to make the waterfront accessible to all and to connect nature and neighbourhoods to the surrounding area in a fully sustainable way.

The goals for creating neighbourhoods in the Lower Don Lands were articulated. These goals include taking advantage of the unique river setting, relating the new neighbourhoods to the surrounding context, fostering sustainable diversity, optimizing the size, shape, orientation of blocks, and creating real neighbourhoods. The presenters indicated that planning for the neighbourhoods also includes climate considerations such as protection from winter winds, capturing summer breezes, and hours of sun exposure.



The plan for the Lower Don Lands will emphasize land use diversity and include a range of living environments for diverse populations, employment environments for a diverse economy, retail environments to serve residents, workers and visitors, and transit to service the area.

The presentation concluded with next steps including an invitation to the next Public Forum in Spring 2009.

## 5. Questions and Answers

Following the presentation, Mr. Dilks asked participants if they had any questions related to the presentation. The following summarizes participants' questions and comments (identified with 'Q' or 'C') and responses from the Project Team where provided (identified with 'A'):

**C:** I am interested in the edges of the neighbourhoods in terms of species of animals that inhabit the area. Do you have target indicator species? I ask that you have a shortlist of these species at future meetings. We need to be biometric not just homocentric.

**Q:** Can you reconsider the total density you have set for the area, and the retaining of the right angle of the Keating Channel? I think the density target should be less; the target density was never really discussed with the public.

**A:** The discussion about density will be more detailed at our next meeting. The main criteria we are looking at here is what urban form can best support the density. We need to balance with the river and environment as we've said in the presentation. You will see the examples from other cities give you a good idea about appropriate densities.

**C:** I'm concerned about creating jobs for young black males, and we hope to create a heritage center at the mouth of the Don River to create jobs for at risk youth. Please consider what some communities are really going through. We ask for 20 acres at the end of the Don River for such a heritage centre.

**A:** I wanted to clarify that Waterfront Toronto is not precluding the type of use you have suggested; we think it would be a terrific thing, but we are not subsidizing that type of use. We are working to create non-profit housing in the area.

**C:** I want to thank the team for this presentation, which distils very complex and large amounts of information. I recognize that implementation is well in the future due to the economic situation. The depth of research that has gone into this will help us accommodate innovative and new technologies. It is very forward thinking.

**Q:** With respect to the privately owned lands in the area, such as Home Depot, is there a process by which these private land owners can move forward to develop their lands as part of the plan that has been presented? If so, will the public be involved in that?

**A:** We think the concepts that the Project Team has presented will provide a basis for further discussions with landowners and they will work with us going forward. It should be noted that the Stakeholder Advisory Committee (SAC) for this project includes representatives from the private landowners.

**Q:** Has the team given any thought to routes through the area for small water craft such as canoes or kayaks? Small water craft need a fair distance to be out on the water for a significant amount of time. You will need to think about connections to other parts of the waterfront. It would be a great opportunity for recreation.

**A:** The Project Team has created a marine uses plan, but we did not have time to present it at this session. We are looking at creating a storage area for canoes and kayaks on site. We are very conscious of this recreational opportunity.

**C:** The estimate of the number of people living on the site seems too high. I would like to know the number of people per square kilometre on site for the other case studies you have looked at. I don't think the example from British Columbia is totally sustainable; you may need to look into this further.

**A:** Sustainability is part of our goal statement for this project and that is why we are looking at this in a layered way. We want to create a master plan that is sustainable. As we have shown today, diversity of land use is critical to density. There needs to be residential, economic, retail, and recreational uses in the area. It is the process by which you make an area dense, not just the number that is important. You need to consider the types of housing and demographics. The area of our site is in the same ballpark size as the other examples shown in the presentation today.

Mr. Dilks thanked the participants for their questions and initiated the topic-based breakout sessions.

## **6. Topic Breakouts**

Following the presentation, participants were invited to visit six topic-based breakout tables set up at the back of the meeting room. At each table, members of the Project Team were present to provide information and receive feedback. Relevant maps and diagrams were available at each breakout station.

The six topic breakouts focused on:

- 1. Neighbourhoods;**
- 2. Circulation;**



- 3. Floodplain and Habitat;**
- 4. Water and Wastewater;**
- 5. Stormwater;**
- 6. Open Space.**

For each topic, participants were asked to consider the following questions:

- 1. What feedback do you have on this feature of emerging revitalization plans for the Lower Don Lands (including how this feature relates to others)?**
  - a. What do you like?**
  - b. What do you suggest be done differently?**
  - c. How does this feature relate to others?**

Participants were also encouraged to provide written comments using the provided Worksheets.

The following provides a summary of the feedback received from participants at the roundtable discussions and ensuing plenary reporting session. This summary also reflects individual feedback provided through submitted Worksheets and other written comments submitted to Waterfront Toronto following the meeting. For a compilation of all written comments received, please see Appendix C.



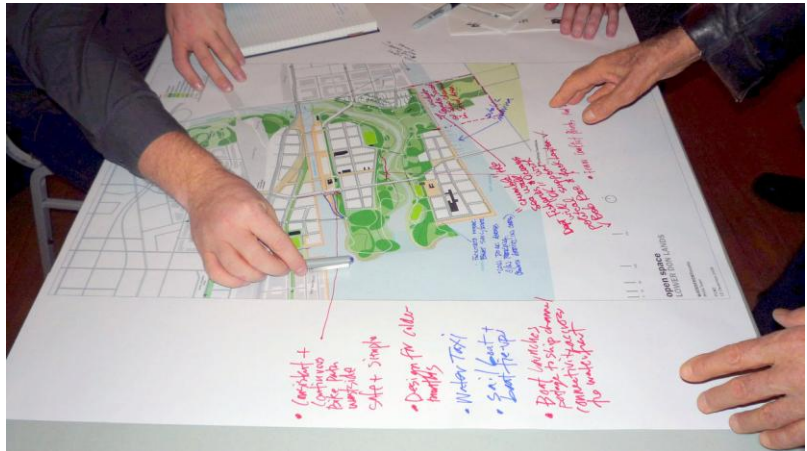
*Participants answer questions and provide feedback during topic breakouts.*

## Breakout Highlights

Following the breakout sessions, a Project Team representative provided a summary of the discussion pertaining to their topic.

### ***Stormwater***

Participants at the stormwater table had a number of questions about bicycle trails and how they are placed in relation to the watercourses. Participants questioned how the pumps will move stormwater, how much sediment will be removed, where additional trails will be added, and whether the public will have access to the watercourses from the trails.



*During breakouts participants write suggestions on a provided study area diagram.*

### ***Water and Wastewater***

At the water and wastewater table, there was discussion of integrating water and wastewater solutions with the rest of the site. Participants asked about the technical terms and definitions. There were some comments about the phasing plans for infrastructure implementation.

### ***Floodplain and Habitat***

Participants had questions about flood frequency and how flood events should be handled, specifically with respect to sediment management, debris management, and ice management. There were questions about the habitat being influenced by sediment, as well as questions about the Keating Channel and flood flows. Safety was a concern that was brought up, especially with respect to access to water for children.

### ***Open Space***

Participants at the open space table raised questions about public access to the water. Participants also had questions about whether the open space areas can accommodate different types of recreation. It was noted that some areas should be protected and not be accessible to the public. Participants expressed the view that the design should provide for all 12 months of the year. Participants asked that the design include places for water taxis and other small water craft. There were comments about the connection to the greenway and Film Port area, as well as keeping bike lanes continuous through the area.

### ***Circulation***

The circulation table received comments about the interrelationships within the plan. There were also comments about providing for canoes and water taxis. Overall there were three (3) types of comments: 1) transit – what happens at Commissioners Road, will buses be provided, coordination with West Don Lands streetcar, pedestrian access to transit; 2) road capacity – comments that the roads being planned might be too big, and the request to think about Queens Quay and Lakeshore Blvd as one way streets; and 3) safety.

### ***Neighbourhoods***

The neighbourhoods table generally received positive feedback about the proposal plans. There were many questions about when this plan will be implemented. Comments included suggestions for programs with marine

and cultural uses, requests for clarification regarding circulation plans and the existing versus proposed Cherry Street alignment. There were many questions about transit and comments about land use and interrelationships with the new neighbourhoods. Participants supported a mix of housing options. Participants were concerned about having dedicated green space and play space for area schools. Overall, participants wanted to see year round programming.

## **Topic 1: Neighbourhoods**

### ***What do you like?***

Participants noted a variety of positive aspects of the neighbourhood plan for the Lower Don Lands. Comments included the following:

- Variety of opportunities for recreation;
- Connection to other local neighbourhoods;
- New walking/cycling link at Trinity Street;
- Suitable population density;
- Retail space;
- Mixed use; and
- Density high enough to support services such as transit.

### ***What do you suggest be done differently?***

- Provide enclosed playgrounds at schools to ensure safety of students;
- Providing sensible staging areas in close proximity to the suggested water access areas;
- Allow for parking of vehicles in support of a staging area for small boats and model boaters;
- Locate industries near rail; and
- There needs to be less housing density planned.

## **Topic 2: Circulation**

### ***What do you like?***

Comments included the following:

- More bike paths;
- Extension of streetcars/LRTs in the area;
- Trinity Street portal;
- Moving Cherry Street towards the west; and
- Keeping roads out of the core green area.

### ***What do you suggest be done differently?***

- Provide a simpler bike path along Cherry Street (on the west side);
- Physically separate bike lanes from vehicular traffic;
- Avoid routing the pedestrian path over the bicycle path thus reducing conflict;
- Reduce lanes on Lakeshore Blvd;
- Make Queens Quay and Lakeshore Blvd one-way streets;
- Create bike connections beyond the study area;
- Is it possible to have a transit line that goes directly from Queens Quay to Commissioners Road without running on Cherry Street?
- Provide a transit connection from the east;
- Ensure connection to the West Don Lands streetcar; and
- Think about canoe-kayak connectivity to other parts of the Lower Don and the lake.

### ***How does this feature relate to others?***

- Filmport needs its own exit off of the southbound Don Valley Parkway; and
- Consider relationship to north Transit City Project (LRT).

## **Topic 3: Floodplain and Habitat**

### ***What do you like?***

Comments included the following:

- The link between the shore of Lake Ontario and the Don River valley allow wildlife to migrate easily;
- Water quality in the harbour will improve;
- Healthy and vibrant environment for all to enjoy; and
- The newly expanded south option.

### ***What do you suggest be done differently?***

- Create a "wildlife passage" over the ship channel;
- Remove or prevent debris being ejected into the harbour following a storm event;
- Encourage better habitat for marine flora and fauna;
- Reduce seaweed growth along the waterfront;
- Perform a toxic soil clean-up; and
- Create a Hurricane Hazel flood strategy.

### ***How does this feature relate to others?***

- The design of the south option to the lake can integrate the need for a flood way/habitat link with the cooperation of the small boat clubs.

## **Topic 4: Water and Wastewater**

### ***What do you like?***

Comments included the following:

- Using stormwater runoff to help irrigate trees;
- Using stormwater runoff for wetlands; and
- The effort to manage water sustainability.

### ***What do you suggest be done differently?***

- Water and wastewater can be dealt with and treated using the latest technologies, such as the methods of John Todd.

## **Topic 5: Stormwater**

### ***What do you like?***

Comments included the following:

- Using stormwater runoff to help irrigate trees; and
- Using stormwater runoff for wetlands.

### ***What do you suggest be done differently?***

- Contain debris (i.e. large trees) from entering the harbour after storm events; and
- Capture run-off from the Don Valley Parkway and direct it into a 3 stage wetland system.

## **Topic 6: Open Space**

### ***What do you like?***

Comments included the following:

- The balance between open space and built space; and
- The fact that there seems to be a much better link between the Don Valley open space and the open space along Lake Ontario.

### ***What do you suggest be done differently?***

- Avoid having the pedestrian path cross the bicycle path to avoid potential conflict;
- Accommodate marine uses effectively;
- Provide access for shipping and receiving; and
- Include lands south of ship channel in the study area.



## **Additional Comments and Questions**

Many participants took the opportunity to express their opinions, ideas and questions about the project in general. Representative comments included the following:

### ***Energy and Climate Change***

- Request to see details on the proposed district energy system (e.g. energy needs in MW, kWh, % net by renewable source, such as solar and geothermal, lake water cooling).
- Neighbourhoods must be carbon neutral.

### ***Connection to Nature***

- Increase opportunities to be in nature in the City.
- The Port Lands is a crucial part in the City where we need to ensure connections to nature are maintained.
- Define water access for people.
- Remember human access to the water while keeping protection of animals in the forefront.
- Allow for woody areas which are natural and unmanicured.
- In the historical context, and within ecology time, the most significant aspect of this process is to bring back the watershed ecosystem to as much of the historical conditions (pre-settlement) as possible, within the urban context.

### ***Wind***

- The development of taller built structures along the waterfront from Yonge Street to the Lower Don Lands area will have an adverse effect on wind speeds in the area.

### ***By-laws and Regulations***

- The RCYC would specifically ask that in the course of the development of by-laws regulating the area of the Lower Don Lands and the East Bayfront that very serious consideration be given to by-laws to ensure that they do not preclude present and possible future marine uses by restricting reasonable access to the waters edge, and that the by-laws developed do in fact encourage marine usage.

### ***Parking***

- Create central waterfront parking.

## **7. Next Steps**

David Dilks reminded participants to hand in their Worksheets at the conclusion of the meeting or return them by the December 19<sup>th</sup> 2008 deadline. Mr. Dilks informed participants that the presentation would be available on the Waterfront Toronto website ([www.waterfrontoronto.ca/lowerdonlands](http://www.waterfrontoronto.ca/lowerdonlands)) and that a report on tonight's meeting would be prepared and shared with those who attended.

Mr. Glaisek thanked participants for attending the Public Forum and encouraged them to continue to provide feedback to the Project Team.

## Appendix A – Participant List

First Name	Last Name	Organization
Ian	Bailey	
Hal	Beck	
Julie	Beddoes	West Don Lands Committee / Gooderham & Worts Neighbourhood Association (GWNA)
Bryan	Bentie	
Desirée	Bowes	Stantec
Robert	Broughton	
Peter	Cho	RV Anderson Associates Limited
Magnus	Clarke	Royal Canadian Yacht Club (RCYC)
Trevor	David	Africana Village and Museum
Tom	Davidson	Councillor Pam McConnell's Office
Chris	Drew	
Allan	Ferguson	
Dennis	Findlay	Port Lands Action Committee / Waterfront Action
David	Fisher	Rocket Riders
Victor	Ford	Victor Ford and Associates Inc.
Corina	Ghimsasan	City of Toronto, Children's Services
Miroslav	Glavic	DTWT
Zenon	Godzyk	
Christoper	Guezziari	
A.	Hart	
Stig	Harvor	
Chris	Hausmann	Hausmann Consulting Inc.
Sharon	Howarth	Next Generation
Kevin	Hubert	CIMCO Refrigeration
Karl	Junkin	
Jonathan	Kearns	Kearns Mancinci Architects Inc.
Geoff	Kettel	
Tero	Konttmen	
Matt	Labarge	
Ed	Lloyd	
Michael	Loberto	R.E. Millward and Associates
Cheryl	MacDonald	City of Toronto
John	MacMillan	
Gord	MacPherson	Toronto and Region Conservation Authority (TRCA)
Chris	Marchard	
M.	Maxwell	
Margaret	McRue	Toronto Field Naturalists (TFN), Don Council
R.	Meindl	
Robert	Mew	Hurricane Canvas and Sails
Barry	Mitchell	Toronto Field Naturalists (TFN)
Fred	Moesker	
Ryan	Moore	MHBC Planning Inc.

Steve	Munro	
Chelsea	Murray	
Elke	Olsberg	
Melville	Olsberg	
Sylvia	Pellman	St. Lawrence Neighbourhood Association (SLNA)
John	Piper	Mayor's Office
Michael	Riehl	Toronto Port Authority
Evan	Roberts	
Keith	Rodgers	Great Lakes Sea Kayaking Association (G.L.S.K.A.)
Michael	Rosenberg	Environment and Economy Coalition
Pan	Sanghera	
Satinder	Sanghera	
Anita	Shilta	
Dalton C.	Shipway	Bring Back the Don
Bill	Snodgrass	City of Toronto
John	Stephenson	
Graham	Sternik	
Aido	Subbotina	
Monica	Tang	
Jacob	Verkaab	
Daniel	Viclum	
Kevin	Walters	Dillon
David	White	Waterfront Action
Cindy	Wilkey	WDLC
Chris	Williams	Aird & Berlis
Paul	Zamodits	

## Waterfront Toronto

First Name	Last Name	Organization
Chris	Glaisek	Waterfront Toronto
Brenda	Webster	Waterfront Toronto
Andrea	Kelemen	Waterfront Toronto

## City of Toronto

First Name	Last Name	Organization
Melanie	Azeff	City of Toronto, Healthy Environments
John	Kelly	City of Toronto
Chris	Ronson	City of Toronto, City Secretariat

## Consultant Team

First Name	Last Name	Organization
Liz	Silver	MVVA
Kerri	Harvey	MVVA

Corinne	Latimer	TSH
Karen	Wall	TSH
David	Pratt	Arup
Sandra C.	Rogas	AECOM
Ken	Greenberg	Greenberg Consultants
Stephen	Willis	MMM Group

## Facilitators

First Name	Last Name	Organization
David	Dilks	LURA Consulting
Patricia	Halajski	LURA Consulting



# Appendix B – Public Forum Agenda

## **Meeting Purpose:**

To seek public feedback on emerging revitalization plans for the Lower Don Lands.

### **6:00 pm Open House**

### **7:00 pm Welcome and Opening Remarks**

*Chris Glaisek, VP Planning & Design, Waterfront Toronto*

*David Dilks, Facilitator, Lura Consulting*

### **7:10 pm Project Team Presentation**

*Liz Silver, Michael Van Valkenburgh Associates*

*Ken Greenberg, Greenberg Consultants*

Questions of clarification at the conclusion of the presentation.

### **8:00 pm Topic Breakouts**

Neighbourhoods (Worksheet #1)

Circulation (Worksheet #2)

Floodplain & Habitat (Worksheet #3)

Water & Wastewater (Worksheet #4)

Stormwater (Worksheet #5)

Open Space (Worksheet #6)

### **8:40 pm Breakout Highlights & Closing Plenary**

### **8:55 pm Next Steps & Closing Remarks**

*Chris Glaisek, Waterfront Toronto*

### **9:00 pm Adjourn**

## Appendix C – Written Feedback

This appendix documents written feedback to the focus questions received from participants. The comments are from table discussions (as captured in the note-takers' notes), individual Worksheets and post-event feedback received by Waterfront Toronto by the December 19<sup>th</sup> 2008 comment deadline.

Topic: Neighbourhoods		
What feedback do you have on this feature of emerging revitalization plans for the Lower Don Lands (including how this feature relates to others)?		
I like...	What I suggest be done differently...	How this feature relates to others...
Variety of buildings and opportunities for recreation (ex. Schools, library, community centre, parkland).	Concerned that the proposed schools have enclosed playgrounds to ensure safety of students.	Use of public space.
	We would like a large space of 20 acres dedicated to African-Canadian economic and cultural development.	
I like the fact that you are trying to connect the rather isolated Lower Don Lands neighbourhood to the other neighbourhoods and applaud your plan to improve the links under the railway berm. The idea of a new walking/cycling link at Trinity Street is excellent as are the improvements to the Cherry and Parliament Street underpasses, both of which are narrow and “dreary”.		
RCYC Comments on neighbourhoods: The neighbourhood plan is generally compatible with RCYC interests (pending resolution of the Queens Quay and Cherry St. Real estate issues). The density appears to be suitable as does the generally articulated direction of the built forms. We feel this will eliminate the blight of the present LDL and add significant value to the area. We feel the retail space will help to support	RCYC Comments: The single biggest concern would be to allow for parking of vehicles in support of a staging area for small boats and model boaters. Canoes, Kayaks, and model boats do not arrive at the waters edge on bikes or by TTC, they really do require private vehicles to allow them to get close to the water. Providing sensible staging areas in close proximity to the suggested water access areas is absolutely critical to those who wish to access the harbour from	

<p>chandlers and other providers of marine goods and services in close proximity to where they are needed, close to the water and the actual marine uses that animate the harbour.</p>	<p>the LDL.  In respect of model boats, the issue of access could be eliminated if public storage, or a small club space, were allowed for in close proximity to the waters edge access points. A fine example of this is the Central Park Model Boat club in Manhattan. CPMBC has been in operation for over 100 years providing quiet, environmentally friendly animation to the central park pond. The LDL would be a fantastic location for such a facility. Planning should consider space for such an activity which can make sailing accessible to a very wide array of individuals as the cost of entry can be very low.  The ideal location for this might be at the interface between the passive use land and the boardwalk.</p>	
<p>I like the fact that there will be a cluster of housing around the Keating Channel. Years ago (1992?) there was a presentation about how the Cayahuga River was “improved” but it was all waters edge boutiques and a pizza delivery boat (this got lots of laughs and chuckles from the large audience at the Ontario Science Centre[?]). Small row boats, dinghies and canoes = yes, but let’s not go overboard on this. See Newsweek Magazine from 1991(?) On Waterfront Revitalization Boutiques.</p>	<p>There needs to be less housing density planned, think Central Park in New York City. The “Green Emerald” at the centre of the Lower Don Lands will cause property values around it to skyrocket - so lower the commitment to housing density for now and lay long range plans for an ecosystem connected from the lake to the hunterland at the Oak Ridges Moraine and beyond - the Big Green “S”</p>	
<p>The neighbourhood concept - mixed use. Density high enough to support services such as transit.</p>	<p>Lets make sure it is mid rise development south of Keating Channel.</p>	

## Topic: Circulation

**What feedback do you have on this feature of emerging revitalization plans for the Lower Don Lands (including how this feature relates to others)?**

I like...	What I suggest be done differently...	How this feature relates to others...
<p>More bike paths. Dedicated lanes. Extension of streetcars / LRTs in the area. Trinity street portal.</p>	<p>Provide a simpler bike lane/path along Cherry Street (i.e. all on the west side). Eliminate the jog eastward where the streetcar turns. A design principle for cycling could be “safe and simple”. Physically separate bike lanes from traffic (people will always park in bike lanes if they can). Follow the plan for the Central Waterfront in which the popular option was vehicles on one side, LRT, then 2 way bike paths (i.e. Martin Goodman Trail). Please avoid routing the pedestrian path over the bicycle path and reduce conflict.</p>	
<p>I like the idea of moving Cherry Street towards the west as this will create a new and potentially vibrant north-south street. I am very happy to see that your plans to include a full overhaul of the Cherry Street underpass so that it can easily handle transit and other traffic as well as pedestrians and cyclists.</p>	<p>It is not clear to me if you are intending that the streetcar loop just north of the berm (which is certainly necessary until the Cherry Street line can link to Queens Quay line) is permanent. Considering the volume of streetcar traffic I wonder if you need two loops, one north of the berm and one south. Maybe you could make the one north of the berm temporary until the Cherry Street underpass allows streetcars to go to Queens Quay and make the main loop there. This would allow people living in West Don Lands to get to the QQ loop and decide there if they wanted to get a Cherry Street streetcar or a QQ one. If the loop north of the berm were only temporary the land it takes could become parkland as soon as it could be removed.</p>	

	<p>I realize that you need to work on the assumption that the Gardiner will not be removed but suggest it would be helpful if you said a bit more about how the proposed road layouts north of the Keating Channel will change if it is removed. (Not too much I think).</p> <p>At present, there is a cycle path running immediately south of the berm from the Don River to Parliament Street. Though this runs parallel to the Marti Goodman it is actually very popular as it allows cyclist to avoid crossing Lakeshore and Queens Quay. Ideally this path would remain and be extended to Yonge Street. Cyclists who are going downtown and are coming down the Don Valley or from the Lakeshore East cycle path should not need to go as far south as the Martin Goodman trail to find a safe east-west path.</p>	
	<p>RCYC Comments: In the absence of a suitable new City Station agreement with Waterfront, the TPA and the City we object to the current planned extension of Queens Quay. It has a devastating effect upon our City Side operations and seriously jeopardizes the viability of the club for the first time in 150 years.</p> <p>Upon reaching a suitable resolution to our real estate issue we have no objections to the proposed circulation plan.</p> <p>The proposed TTC routes are effective if perhaps 200 meters too short to serve our likely future City Station location. While many members drive from locations across the city to access the club, many staff and Junior members and guests use, when available, public transit and bikes to access</p>	



	<p>the club ferry terminal.</p> <p>One comment would be to ensure that the traffic engineers do not create a main North South thoroughfare on Cherry street that is as dysfunctional as Queen Quay is today.</p> <p>The preferred Queens Quay design program shown in the QQ EA process is acceptable to the RCYC for the Cherry street corridor.</p>	
I like that you are keeping roads out of the core green area.	The Basin Street bridge must be of an arched design to facilitate movement of water, wildlife and plant materials for an expanded south option including south of the ship channel to Lake Ontario Park.	Closing Don Roadway. Filmport needs its own exit off of the southbound Don Valley Parkway. Don Roadway must be closed not expanded to 4 lanes.
<p>The creative approach:</p> <ol style="list-style-type: none"> <li>1. Providing for new/interesting arterial road/transit alignments.</li> <li>2. The attention to bicycle infrastructure i.e. lanes and trails</li> <li>3. The commitment to transit</li> </ol>		Consider access from the north. Relate to north transit city (LRT). E.g. Don Mills line to Pape Station, West Don Lands via Cherry Street.

<b>Topic: Floodplain &amp; Habitat</b>		
<b>What feedback do you have on this feature of emerging revitalization plans for the Lower Don Lands (including how this feature relates to others)?</b>		
<b>I like...</b>	<b>What I suggest be done differently...</b>	<b>How this feature relates to others...</b>
I like the fact that you are creating a wide link between the shore of Lake Ontario and the Don River valley so that wildlife can migrate easily.	I am a bit worried that the ship channel is a barrier and wonder if there can be some kind of “wildlife passage” over it. Otherwise I think the only (land) link is going to be across the Don Roadway Bridge - could the bridge have a lane or level?? For wildlife?? It would be unfortunate if the ship channel (which has high concrete walls) became a barrier to wildlife mobility.	
RCYC Comment: The restoration of the flood plain and habitat of the Lower Don lands is welcomed by the RCYC as a very positive	The principal practical concern is storm water management, in particular, large debris that is frequently ejected into the	

<p>step in the development of the Waterfront. Water quality in the harbour will improve which will encourage more marine use by sailors and our members creating a healthy and vibrant environment for all to enjoy.</p>	<p>harbour following a storm event. These might include such navigation hazards as whole trees that escape from the channel today.</p> <p>It is our understanding the new hydrological approach will prevent this from happening by reducing river velocities and also allowing for debris catchment areas further up stream near the DVP and Lakeshore Blvd intersection. We welcome such an approach.</p> <p>Encouraging a better habitat for marine flora and fauna is also supported by the RCYC and mirrors our efforts to act as stewards for the waters that we occupy and use on a regular basis. One note is that sailors by and large do not like seaweed or anything that encourages its growth beyond normal historic levels. In the past two decades we are very aware of a rapid increase in the growth of weed due to higher lake temperatures and increases in pollution that promote the growth of weed, particularly fertilizer run-off. Anything that reduces such effects is welcomed by all sailors using the harbour.</p>	
<p>I like the newly expanded south option, including lands south of the ship channel i.e. the “greenway link” - this needs to be at least 50% wider.</p>	<p>The two basic planning requirements to start with are: 1. toxic soil clean-up (not copying Harris era); and 2. Hurricane Hazel flood strategy (it wants to go straight out to the Lake).</p>	<p>The design of the south option to the lake (not to Toronto Bay) can integrate the need for a flood way/habitat link with the small boat clubs (who are willing to be flexible and move over).</p>
<p>The naturalised Don River into Lake Ontario.</p>		

### Topic: Water & Wastewater

What feedback do you have on this feature of emerging revitalization plans for the Lower Don Lands (including how this feature relates to others)?

I like...	What I suggest be done differently...	How this feature relates to others...
Using storm water runoff to help irrigate trees and for wetlands.		
	Water and wastewater can be dealt with, and treated using the latest technologies, such as the methods of John Todd - or local leading edge aquatic solutions people. Think Boyn Rover Project.	
The effort to manage water sustainability.		

### Topic: Stormwater

What feedback do you have on this feature of emerging revitalization plans for the Lower Don Lands (including how this feature relates to others)?

I like...	What I suggest be done differently...	How this feature relates to others...
Using stormwater to help irrigate trees and for wetlands.		
	Contain debris (i.e. large trees) from harbour after storm events	
	In a conversation with the former Director of Toronto Water, several years ago: Capture run-off from the Don Valley Parkway (instead of dumping it directly into the River) and direct it into a 3 stage wetland system: 1. filter; 2. cleaning; and 3. polishing pond. See "Don Valley Parkway Stormwater Management Project: Municipal Class EA". See Wet Weather Flow Management Master Plan Overview and Implementation Plan (July 2003). NV page 10: "Water Quality;	

	water and sediment quality objectives and guidelines in area watercourses and along the Waterfront”.	
The effort to use stormwater as a resource for irrigation of trees etc.		

Topic: Open Space		
What feedback do you have on this feature of emerging revitalization plans for the Lower Don Lands (including how this feature relates to others)?		
I like...	What I suggest be done differently...	How this feature relates to others...
	Avoid having the pedestrian path cross the bicycle path to avoid potential conflict (i.e. minimize crossings).	
I like the balance between open space and built space and the fact that there seems to be a much better link between the Don Valley open space and the open space along the lake (with the exception of the Ship Channel being a barrier).		
RCYC Comment: The RCYC is generally in favor of the proposed open space planning direction.	The most notable objection we have is the mandate for uninterrupted access to the waters edge for the public, particularly along the boardwalk. It is our opinion that design approach is detrimental to a huge number of marine uses beyond just our own. Overall it is the feeling of the marine community that the Waterfront Design process has NOT done a suitable job of accommodating Marine Uses effectively. It would seem most if not all publicly presented design schemes extoll the virtues of this boardwalk and the ability of the public to come to the waters edge and take in the sights and sounds of a vibrant waterfront community. That having been said, most schemes have cut off direct	

	<p>access to the waterfront for specific marine uses such as ferries for yacht clubs, tour and charter boat operations and water front sailing and paddling schools. Where access has been notionally provided, access has been restricted or eliminated, the required parking has been eliminated and access for services such as shipping and receiving also appear to have been limited or eliminated.</p> <p>By restricting practical and useful access to the waters edge for all these marine users, the planning process runs the risk of actually eliminating and shutting out the lively activities that actually take place on the water and in turn many associated jobs and investments attached to these Marine Uses. Please reconsider the single minded pursuit of this board walk as it is considered today.</p>	
	<p>The Open Space concept that is the berm of Don River Park needs to be continued south of the railroad tracks, south of Lakeshore Blvd. To continue on south of the ship channel "greenway link". The Don Greenway 300m will provide a terrestrial and aquatic ecosystem link to Lake Ontario Park, to Lake Ontario and to Leslie Spit.</p>	
<p>The opportunity attracted by the re-naturalization of the Don River.</p>		

<b>Any Other Comments?</b>
<p>I would like to see details on the proposed district energy system (e.g. energy needs in MW, kWh, % net by renewable source, such as solar and geothermal, lake water cooling, biogassification).</p>
<p>I was going to cottage country on a regular basis. I did so because it helped me feel whole...it is `human nature to be in nature`. I felt very fortunate to be able to get out of the city but was also concerned for the majority who were not able to escape.</p> <p>Two points troubled me. There was something not quite right about 'wasting so much TIME' and so many hours packing, in the car and</p>

traffic, entertaining in the car, entertaining when at the point of destination. It was also not fair that it was not possible for the majority to have the ability to spend time in nature as I could.

About 10 years ago, I stopped the car journeys out of town and focused on finding the opportunities to be in nature that were available in the city. I rediscovered the Portlands which included Cherry Beach and, although only a small area of public beach, at least it was something -- a start. The Portlands is a crucial part in the city where one can be in nature.

Vancouver's population is 500,000 and has Stanley Park which is 1,000 acres. Toronto's population is 2-1/2 million (4 times greater than Vancouver) and has the Portlands which is 1,000 acres. All must be done to ensure that the bulk of the Portlands be kept in public hands, even if that means not moving forward on a project immediately.

What is now known is that accelerated Green House Gas emissions caused by fossil fuel burning is exacerbating climate change. The depletion of oil and gas resources will dictate that the minority who travel out of town will now join the majority who could not. It will now be the super-majority who are looking for places within the city to be connecting with 'nature'. The Portlands MUST play a key role in connecting people with 'nature'.

#### QUERRIES AND COMMENTS.....

1. Define the sacrosanct areas where nature and stable shorelines are going to be REQUIRED and desired and where recreational access is NOT.
2. Define water access for people
3. Remember human access to the water while keeping animals in the forefront.
4. Woody areas which are natural and unmanicured--wilderness.
5. Neighbourhoods anywhere must be carbon neutral and NO high rises

The RCYC is currently arranging to move City Side operations to the Milne Oil site, on Cherry street, to the South of the lifting bridge. RCYC also continues to maintain ownership of the sliver of land at the terminus of Queens Quay East.

To the extent that we are a major user of the harbour, a long standing fixture of the City, and a stakeholder of multiple real estate parcels within and adjacent to the area of study in this EA, we respectfully wish to submit these comments to Waterfront Toronto.

*N.B. This response will also cover comments on behalf of model boat enthusiasts in the GTA. Particularly model sail boating on the waterfront.*

A member of the RCYC planning committee attended the December 2008 public hearing and collected the work sheets distributed at the meeting. This report will comment on that, and related materials. Should comments not be provided on any area of the worksheets it can be assumed the RCYC tacitly approves of the material presented and supports the efforts of the design and development team in those regards.

A general note. The development of taller built structures along the waterfront from Yonge street to the LDL area will have an adverse effect on wind speeds in the area in almost all conditions. Continuing build up of structures impedes air flow from the NW directions by obstruction. Likewise typical thermal SW breeze that is the norm for summer days will be significantly disrupted within 300 meters of the North and Eastern edges of the harbour as the breeze will blow up and over the obstructing buildings well before it reaches them. Winds from the East, the other predominant direction, will be less effected by the proposed developments. As wind speeds are reduced in these areas, related sailing activities will likely retreat from these areas as wind conditions deteriorate.

Overall the RCYC is happy with the general direction of the Waterfront development.

The single biggest concern we have, which we will reiterate is the loss of accommodation for marine uses through the planning and development process.

We would specifically ask that in the course of the development of by-laws regulating the area of the Lower Don Lands and the East Bay front that very serious consideration be given to these by-laws to ensure that:

They do not preclude present, and possible future marine uses by restricting reasonable access to the waters edge in practical and useful manners, and that the by-laws developed do in fact encourage marine usage.

This specifically includes allowances for access to the waters edge and for suitable ancillary spaces to be provided adjacent to or very near to the access to the waters edge.

By-laws should also be developed to ensure that land holders and land based uses set back from the waters edge cannot make frivolous and damaging objections to marine uses proposed in the future because they may block their views or other such arguments.

Marine users were on the water long before anyone contemplated building housing in the area. To have the residential and commercial interests that come to inhabit the area, obstruct marine use would be a travesty.

In the historical context, and within ecology time, the most significant aspect of this process is to bring back the watershed ecosystem to as much of the historical conditions (pre-settlement) as possible, within the urban context: Cultural/Natural Strategy (CNS) Prof. Henry Regier, U of T.

The point is that “the ecosystem approach (Crombie Royal Commission) is about the fact that the waters edge (aka waterfront) is not just for people, but for biodiversity, the Age of Ecology Now.

Excellent! Great progress since the last public meeting. Keep up the good work! Very few comments/suggestions because seems that everything has been considered!